श्री शरद यादव: मत्री जी यहा पर उपसिथत हैं ...(**व्यवधान**)... इस पर हाफ एन आवर डिस्कशन होना चाहिए ...(**व्यवधान**)... पब्लिक डिस्ट्रिब्यूशन पूरी तरह चोपट हो गया हैं ...(**व्यवधान**)...

श्री सभापति : आज का जो सिस्टम है, मै उससे चल रहा हूं **...(व्यवधान)...**

श्री शरद यादव : सर, माननीय मंत्री जी बैठे हैं **...(व्यवधान)...** वे तैयार हो जाएं **...(व्यवधान)...**

MR. CHAIRMAN: You have the option of giving notice for Half-an-Hour discussion. Next Question please. Q.No. 184.

New rail lines in Himachal Pradesh

*184. SHRIMATI VIPLOVE THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct new rail lines in various States of the country during the year 2007-08;

(b) if so, the sectors where Government propose to construct new rails lines in Himachal Pradesh; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) Yes, Sir. 7 new line proposals have been included in Budget 2007-08.

(b) The new proposals included in the Budget include new line from Chandigarh to Baddi which partly falls in Himachal Pradesh.

(c) Does not arise.

श्रीमती विप्लव ठाकुर : सभापति जी, मैं माननीय मंत्री जी ने जानना चाहती हूं कि जो 7 लाइनें नए प्रोपोजल में आई है, 2007-2008 के बजट में, वे 7 लाइनें कौन-सी हैं? मैं इनको धन्यवाद करती हूं कि चंडीगढ़-बड्डी लाइन इस बजट में लाई है। मैं यह भी जानना चाहती हूं कि क्या उसका सर्वे हो गया है? उसके लिए कितने बजट का प्रावधान रखा गया है तथा उसे कब तक शुरू करेगे?

SHRI R. VELU: Sir, the hon. Member wants to know about the other six projects which have been included in the Budget 2007-08. These projects are Bihta-Aurangabad, Sultanganj-Katuria, Bariarpur-Mananpur, Chandigarh-Baddi, Deoband-Roorkee, Rayadurg-Tumkur, Chota Udeput-Dhar. These are the seven projects, out of which one relates partly to Himachal Pradesh and partly to Punjab.

Now, the question asked is about the survey done on these projects. The Baddi line has been surveyed. It is about 33 kms. involving around Rs. 328 crores. Though it is working on minus returns, still, we have included it taking into account the needs of the people of Himachal Pradesh, and, we have definitely helped them by giving this line. Earlier, we had given the line from Kalka to Parwanoo. Then, the State Government could not give the land for the terminal. That is why in lieu of it, we are sanctioning.

श्रीमती विप्लव ठाकुरः सर, मेरा दूसरा सप्लीमेटरी भी है। इन्होने यह नहीं बताया कि यह कब तक शुरू करेगे, कब खत्म करेगे। दूसरा, इन्होने जो कालका-परवानु की बात कही है, कि स्टटे गवर्नमेंट जमीन नहीं दे रहे हैं, तो मैं इनसे जानन चाहती हूं कि इन्होंने स्टेट गवर्नमेंट को जमीन देने के लिए कब लिखा? क्या इसमें कोई नेगोशिएशन हुई है? क्या कोई बात हुई है और कब हुई है, यह मुझे बताने की कृपा करें। इसके साथ ही मैं यह भी जानना चाहूंगी कि जो आउट गोइग रेलवे लाईन्स थी, जैसे नागंल-तलवाड़ा, जो कि 33 सालों से चली हुई है, उसको भी यह कब तक पूरा करेगे ? क्या उसके लिए भी 2007-2008 में बजट रखा गया है ?

SHRI R. VELU: First of all, I would like to answer the first part of question. About the Kalka-Parwanoo line of five kms, the State Government had written specifically to the Railways that it was not possible to give the land. That is why, they also said that this alternative project could be taken up for the purpose. The point is that this was included in the last Budget and the in-principal approval was given.

But now on 16/08/07, when the CCEA, Cabinet Committee on Economic Affairs met, it approved the proposal, which would mean taking up this project for implementation very soon. The other point is about Nangal-Talwada. It is an admitted fact that it is there for the past more than 25 years. It was started in 1981-82. Something went on well for a decade, and, a stretch of seventeen kms was opened up in 1991. But the problem came, when the State Government, which agreed to give the land, labour for the work and the wooden sleepers, backed out. They were not willing. For six years it was in a dormant stage because the State Government was not willing to come forward. In 1996-97, they again came saying that they would give the Government land but not the acquired land. So, thereafter, they started doing work. Now, the present position is, Nangal Dam to Chararu Takrala, about 33 kilometres have been commissioned. Chararu Takrala to Amb-Andura is 11.2 kilometres. The estimate has been sanctioned. Earthwork and minor bridges are underway. And the Amb-Andura and Kartalu, Punjab, is a 26 kilometre section which is under process of sanctioning and for Kartalu, Punjab to Talwara, a section of 14 kilometres, the FLS is under progress. What I am trying to say is, again that section of Mukerian to Talwara, that section of about 25 kilometres is otherwise a siding when this Bhakra Beas Management Board was constructing the Pong Dam. That will also be taken up so that you get the connectivity to Jammu Tawi. So, we are serious about it. But the point you asked was whether the sufficient allocation was made. In fact, an amount of rupees 15 crore has been allocated this year. Perhaps, in the course of next two-three years, we will allocate more funds and see this project is completed.

SHRIMATI VIPLOVE THAKUR: I want to know what is the tot3l cost ... *(Interruptions)...*

MR. CHAIRMAN: No, thank you. ..*(Interruptions)*.. Please, sit down. ...*(Interruptions)*.. Shri Thiruchi Siva.

SHRI TIRUCHI SIVA: Thank you, Mr. Chairman, Sir. While appreciating the Ministry's initiative for including such proposals in the Budget, I must also say that there is enormous delay in implementing them. To be specific, in the 2005 Railway Budget, the Minister announced formation of a new railway division having Salem in Tamil Nadu as its headquarters. Rupees three crores have been spent on it. The works have been completed. The date for the inauguration has also been finalised. At this juncture, the Railways move has developed unrest and unwanted situation in the State of Tamil Nadu. 1 want a categorical reply from the Minister when the inauguration of the new railway division having Salem as its headquarters will be announced. Thank you, Sir.

SHRI R. VELU: Sir, in the Rail Budget 2005-06, formation of Salem was announced. In the last Budget, an amount of rupees 20 crores has been sanctioned and an amount of rupees 3 crores has been earmarked for spending this year. So far we have spent about rupees 1.2 crore and the work of construction of building and also appointment of staff and operation ...*(Interruptions)...*

SHRI A. VIJYARAGHAVAN: What about the area concerned? ... *(Interruptions)...*

MR. CHAIRMAN: Please, let him answer. ...*(Interruptions)...*

SHRI A. VIJYARAGHAVAN: He is not answering about that. ... *(Interruptions)*..

MR. CHAIRMAN: Please, let him answer. ...*(Interruptions)...* Please, do not interfere. ...*(Interruptions)...* Please, do not interfere. ...*(Interruptions)...* Please, sit down. ...*(Interruptions)...* Let him answer. ...*(Interruptions)...*

SHRI A. VIJYARAGHAVAN: Let him answer what about the area concerned ... *(Interruptions)...*

MR. CHAIRMAN: It is not your turn to ask the question. ...*(Interruptions)...* Please, sit down. ...*(Interruptions)...* Please, let him answer the question. ...*(Interruptions)...* Please, sit down. ...*(Interruptions)...* Hon. Members are requested to sit down. ...*(Interruptions)*.. I urge you to sit down. ...*(Interruptions)...* Please, sit down. ...*(Interruptions)...* I am afraid this interference is wasting the time of the House and depriving other Members of their rights. ... *(Interruptions)...*

SHRI A. VIJYARAGHAVAN: No, no, it is not wasting the time of the House. ... *(Interruptions)...*

MR. CHAIRMAN: Please, sit down. ...*(Interruptions)...*

SHRI A. VIJYARAGHAVAN: Sir, this is a serious issue related to my State. ... *(Interruptions)...*

MR. CHAIRMAN: Please, sit down. ...*(Interruptions)*... If you want the Question Hour to be disrupted like. this, you are welcome. But, this is not ...*(Interruptions)*... Please, sit down. ...*(Interruptions)*... Please, proceed with the answer. ...*(Interruptions)*...

SHRI A. VIJYARAGHAVAN: What is this? ...*(Interruptions)*.. This is a question related to ...*(Interruptions)*...

MR. CHAIRMAN: I am afraid...*(Interruptions)*... Hon. Members, please sit down. ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: How is he giving such an answer? ... *(Interruptions)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*... Please don't waste time and sit down. ...*(Interruptions)*... Please sit down. ...*(Interruptions)*... I cannot hear anything. ...*(Interruptions)*...

SHRIMATI BRINDA KARAT: Excuse me, Sir. ...*(Interruptions)*... Sir, I will give you the background. ...*(Interruptions)*...

MR. CHAIRMAN: Please sit down. ...*(Interruptions)*... The House is adjourned for five minutes.

The House then adjourned at forty-six minutes
past eleven of the clock.

The House reassembled at fifty-two minutes past eleven of the clock, MR. CHAIRMAN in the Chair.

MR. CHAIRMAN: Hon. Minister may please go ahead with his answer.

SHRI R. VELU: Sir, I am only stating the facts.

MR. CHAIRMAN: Please be precise.

SHRI R. VELU: Sir, I will be very brief. Sir, in this case, after allotment of funds in the month of February itself, we started working. A building was built to operate it; staff has joined; and, the emergency quota has been released. So, it has become operational from February onwards. What he is asking for is, whether a formal function could be held, as stated earlier. That is being now debated even in the Lok Sabha and a discussion with the Chief Ministers of both the States, as stated, be held by the hon. Prime Minister, if at all it is going to materialise. That was stated in the Lok Sabha. That is the stage of the case. Now, this has nothing to do with the operation and starting of this thing. It is only a formal function which we wanted to have.

श्री अबू आसिम आजमी : सर, मेरा मामला महाराष्ट्र का मामला है । सर, मालेगांव हिन्दुस्तान का मान्चेस्टर है,भिंवड़ी हिन्दुस्तान का मान्चेस्टर है । ठाणे से भिवंडी 15 किलोमीटर है, मनमाड से मालेगांव 40 किलोमीटर है । पिछले काफी दिनों से डिमांड हो रही है कि मालेगांव और भिवंडी मे नई रेलवे लाइन बिछाकर.....

†[**شری ابو عاصم اعظمی:** سر، میرا معاملہ مہاراشٹر کا معاملہ ہے۔ سر، مالیکاؤں ہندوستان کا مانچسٹر ہے، بھونڈی ہندوستان کا مانچسٹر ہے۔ ٹھانے بھونڈی 15 کلومیٹر ہے، مناڈ سے مالیگوں 40 کلومیٹر ہے۔ پچھلے کافی دنوں سے ڈیمانڈ ہو رہی ہے کہ مالیگاؤں اور بھونڈی میں نئی ریلوے لائن بچھاکر...]

MR. CHAIRMAN: Is it related to this question? ...*(Interruptions)*...

श्री अबू आसिम आजमी : 100 प्रतिशत रिलेटिड है। सर, सोमनाथ चटर्जी की कमेटी की रिपोर्ट भी आ चुकी है, इस बारे में मैं माननीय मंत्री जी से जानना चाहता हूं कि मालेगांव और भिंवडी में नई रेल लाइन बिछाकर वहां रेलवे लाइन शुरू करने का आपकाक इरादा है या नहीं, मंत्री जी कृपया इसका जवाब दें ?

†[**شری ابو عاصم اعظمی:** 100 فیصد رلیٹڈ ہے۔ سر، سومناتھ چٹرجی کی کمیٹی کی رپورٹ بھی آچکی ہے، اس بارے میں میں مانئے منتری جی سے جاننا چاہتا ہوں

†کہ مالیگاؤں اور بھونڈی میں نئی ریل لائن بچھاکر وہاں ریلوے لائن شروع کرنے کا آپ کا ارادہ ہے یا نہیں، منتری جی کرپیہ اس کا جواب دیں؟]

MR. CHAIRMAN: Thank you. Honourable Minister.

SHRI R. VELU: As of now. I don't have information on this. I can supply this information to the hon. Member.

श्री सुरेश भारद्वाज : आदरणीय सभापति जी, रेल लाइन, जो देश के विभिन्न भागों को जोडा करती थी, आजकल उस रेल लाइन के या तो वहां पर नए निर्माण होते हैं जहां का मंत्री हो या जहां के ससंद सदस्यों की संख्या अधिक हो या जहां पर अशांतिपूर्ण वातावरण हो । मैं माननीय मंत्री जी से जानना चाहता हूं कि पिछले 60 वर्षो में हिमाचल प्रदेश में कितने किलोमीटर नई रेलवे लाइन का निर्माण किया गया? प्रदेश सरकार के द्वारा, जा कह रहे हैं कि वे स्लीपर देंगे, वहां पर लैंड ऐक्वायर करके इनको सब कुछ देंगे, क्या इस प्रकार की कंडीशंस को हिन्दुस्तान के दूसरे प्रदेशों की भी रेल लाइन के लिए लगाया जाता है? अगर लगाया जाता है तो हिमाचल प्रदेश में ही ऐसी कंडीशंस क्यों लगाई जा रही है? यह जो नंगल-परवानू रेलवे लाइन है, जिसके लिए स्वंय प्रधान मंत्री ने हिमाचल प्रदेश में जाकर कहा था कि दिसंबर, 2007 में यह Complete कर दी जाएगी, मैं जानना चाहता हूं कि यह कब तक Complete कर जाएगी? प्रधानमंत्री जी का आश्वासन पूरा किया जाएगा या नहीं किया जाएगा?

SHRI R.VELU: Sir, what happened to the commitment made by the State Government 25 years back for giving free land, for meeting the cost of labour as well as the supply of sleepers etc., I cannot now say why has the Government

† [ ] Transliteration in Urdu Script

accepted that proposal at that time. I also mentioned how there is a set back for 6 years. I also made a statement saying that it now started from 1990 onwards that the State Government has said that they give the Government land. The Government land is always agreeable. It is given by most of the State Governments whether it is barren land or the land owned by the Government, they are giving that land for the railway line. There is nothing wrong about it. We do not insist on them to give this land or that land because the cost of the land is minimal, that is, 5 to 10 per cent of the project cost for this purpose. So, we do not lay stress on that point.

Coming to another point as to how many kms. of railway line has been constructed, I mentioned that we have already had the old railway line, that is, Kalka- Shimla line, and the other railway line both put together about 280 kms., which is already existing in Himachal Pradesh. They are the only two old lines.

श्री सुरेश भारद्वाज : सर, वह तो अंग्रेजों के जमाने की है, वह तो अंग्रेजों ने बनाई है ...(**व्यवधान**)... हिन्दुस्तान को आजाद हुए 60 साल हो गए हैं , इन 60 सालों में कितने किलोमीटर रेलवे लाइन आपने बनाई है ...(**व्यवधान**)...

MR. CHAIRMAN: Would you please sit down and allow him to answer the question?... *(Interruptions)*....

SHRI SURESH BHARDWAJ: Sir, he is not answering the question.

SHRI R.VELU: We have recently constructed 33 kms. of railway line and commissioned the same. The construction in respect of balance of about 80 kms. of railway line is now at various stages, and as I mentioned, it will be completed in the next 2-3 years.

DR. KARAN SINGH: Mr. Chairman, Sir, the development of the mountainous regions in our country deserves special consideration. Here I find from the reply that far from giving a special dispensation to Himachal Pradesh, special conditions are being observed that they have to give the land. May. 1 ask the hon. Minister whether in view of the necessity to develop the mountainous areas in our country, he will give some special consideration to Himachal Pradesh, rather than impose special conditions on it?

SHRI R.VELU: Sir, I am really one with the hon. Member on the point that special consideration needs to be given to all the hilly regions in the country, and we are giving special consideration to these regions. In fact, many of the projects have been declared as national projects in mountaineous regions. Even now, there are two projects which are under consideration for Himachal Pradesh. The Bhanupali-Bilaspur-Beri project is under consideration, and the kind of funding arrangement that is required, is being discussed. That is one project which we are now discussing. The second project is about the gauge conversion of the Pathankot-Joginder Nagar railway line. Regarding this project, we have received a number of representations, and even yesterday, the hon. Railway Minister, while replying to the debate on the Supplementary Demands for Grants for the Ministry of Railways in the Lok Sabha has said that taking into account all the representations, they will further examine this project.

MR. CHAIRMAN: Q. No. 185—hon. Member absent. Q. No. 186 ...*(Interruptions)*...

SHRI C. PERUMAL: Sir, I may be given a chance to put my supplementary on Q. No. 184...*(Interruptions)*...

MR. CHAIRMAN: Supplementaries have been asked.

*185. [The questioner (SHRI AJAY SINGH CHAUTALA) was absent. For answer *vide* page..... 22....*infra.]*

Petroleum, Chemicals and Petrochemical Investment Regions

*186. SHRI VIJAY J. DARDA:††
SHRIMATI SHOBHANA BHARTIA:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether India would need an investment of 150 billion US $ to build the proposed Petroleum, Chemicals and Petrochemical Investment Regions in various parts of the country;

(b) if so, whether an investment of 40 billion US $ alone would be required for modernization of ports so that they can handle huge cargo for foreign players as well;

(c) whether the State Governments and the Centre have agreed for, jointly providing infrastructure as per policy on PCPIRs; and

(d) if so, by when the final decision is likely to be taken?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI RAM VILAS PASWAN): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) to (d) The Cabinet has approved the Policy for setting up of Petroleum, Chemical and Petrochemical Investment Regions (PCPIR), and the same has been published in the Gazette of India (Extraordinary, Part I, Section-I dated 4th April, 2007) and is also placed on the web site of the Department of Chemicals **and** Petrochemicals *viz: www.chemicals.nic.in* The PCPIR is a specifically delineated Investment region having an area of about 250 sq. kms. (with about 40% area earmarked for processing activities). This region would be a combination of production projects, public utilities, logistics, environmental protection, residential areas and administrative services. The purpose is to encourage global scale investment in petroleum, chemical and petrochemical sectors to accelerate economic growth.

The PCPIR Policy is not location specific. Applications received from interested State Governments for setting up PCPIRs are to be considered in terms of the Policy on PCPIR. An application for setting up a PCPIR at Vishakhapatnam-

† The question was actually asked on the floor of the House by Shri Vijay J. Darda.